TABLE 8. CONSTRUCTION TRAFFIC TO AND FROM THE PROJECT SITE

Material Type	**Volume[1] (cubic yards)**	**Truck Capacity/** Material **(cubic yards)**	**Total Trips/ Material (round trips)**	**Approximate Number of Days[2]**	**Distance Traveled (miles)**
Import					
New Road Material (e.g. gravel)	33,200	7.6	4,354	97	150[3]
Cap and South Spread Area Fill Material	39,200[4]	10	3,920	87	150[3]
Export					
AOC Material	51,000	10	5,100	113	30[5]
Used Road Material[6]	0	0	0	0	0
TOTALS	123,400	NA	13,374	297 [7]	NA

Notes:

1 Based on estimates for total volumes for the project, and includes bulking factors of 20% where applicable.

2 Assumes 5 trucks operating up to 10 hours per day, 45 truck round trips per day.

3 Import material sources are unknown. Worst-case scenario assumes 150 miles per roundtrip, although road materials would most likely come from a closer source. Bay mud and/or clean upland fill could come from as far as 75 miles from the project site (from within the Bay Area).

4 It is assumed that 75% of the material excavated from the new alignment north of the levee (materials excavated below +2.0 NGVD) would be used to backfill the south spread area (outside BCDC jurisdiction).

5 Export AOC materials would be sent to a Keller Canyon, a Class II landfill in Pittsburg, CA, which has received materials from Rhodia's site previously.

6 Used road material will be kept on-site on Rhodia's property and used as a base for paving portions of the site for storm water controls or stockpiled and used at a later date.

7 This is the total days needed to move all the required materials to and from the project site with no overlap in trips per material. However, with overlap in trips per material, all of the proposed hauling to and from the site would be a significantly shorter time.